SERVICE MANUAL

DATSUN PICK-UP
MODEL 620 SERIES
CHASSIS & BODY

NISSAN

NISSAN MOTOR CO., LTD.
TOKYO, JAPAN

SECTION WT

WHEEL AND TIRE

WT

WHEEL AND TIRE

CONTENTS

DESCRIPTION

Wheels and tires

The wheels and tires used on the model 620 series are the same as those used on the model 521 series.

The wheel size is 4J-14 with a 30 mm (1.181 in) offset.

There are three kinds of the tire in size and ply rating: 6.00-14-6PRLT, 6.00-14-8PRLT and 5.50-14-6PRLT.

As for the detailed combination of tires and vehicle models, refer to the "Tire usage" chart.

SPECIFICATIONS

Tires

Tire usage chart

Model		Tire size	Remarks
(G)(N)620 series	Front	6.00-14-6PRLT	For Common country
	Rear	6.00-14-8PRLT	
U(N)620 series	Front	5.50-14-6PRLT	
	Rear	5.50-14-6PRLT	
PL620 series	Front	6.00-14-6PRLT	For U.S.A. and Canada
	Rear	6.00-14-6PRLT	

Recommended tire inflation pressure

Unit: kg/cm² (psi)

Model			Car speed km/h (MPH) Under 100 km/h (60 MPH)	Over 100 km/h (60 MPH)
(G)(N)620 series	Unloaded	Front	1.50 (21)	1.80 (26)
		Rear	2.75 (39)	3.25 (46)
	Loaded	Front	1.50 (21)	1.80 (26)
		Rear	4.25 (60)	4.75 (67)
U(N)620 series	Unloaded	Front	1.50 (21)	1.80 (26)
		Rear	1.75 (25)	2.25 (32)
	Loaded	Front	1.50 (21)	1.80 (26)
		Rear	3.25 (46)	3.75 (53)
PL620 series	Unloaded	Front	1.50 (21)	1.80 (26)
		Rear	1.75 (25)	2.25 (32)
	Loaded	Front	1.50 (21)	1.80 (26)
		Rear	3.00 (42)	3.50 (49)

Note: The tire inflation pressures should be measured when the tire is cold.

MAINTENANCE AND SERVICE

Tire inflation

Correct tire pressure is very important to ease of steering and riding comfort. This also reduces driving sound to a minimum, resulting in longer tire life; that is, overinflation or underinflation promotes wear at center tread or shoulder of tire.

If all tires are inspected frequently and maintained correct tire pressure, it is possible to detect sharp material in the tread. Also, the above check avoids abnormal wear which invites serious trouble. If tires indicate abnormal or uneven wear, the cause of trouble should be detected and eliminated.

After inflating tires, leakage in valve should be checked. Without valve caps, leakage will occur due to dirt and water, resulting in underinflation. Accordingly, whenever tire pressure is checked, be sure to secure valve caps and tighten firmly by hand.

Wheel repair

Inspect the wheel rim flange for bend or dents.

The flange should be cleaned by a wire brush when rust is found on the flange. Furthermore, if excessive pitting occurs on the rim, eliminate it with a file.

Wear

Misalignment

When the front wheels align in excessive toe-in or toe-out condition, tires scrape the tread rubber off. The wear of tread appears feathered edge.

Center

This wear is caused by overinflation of the tire. The inflation pressure must be kept within the specified limit.

Shoulder

The wear may be caused by underinflation, incorrect wheel camber, or continuous high speed driving on curves. In general, the former two are common. Because underinflation wear appears on both sides of tread, and on the other hand, camber wear causes only one tread side. For cornering tread wear, the driver must operate car slowing down on curves.

Uneven

Uneven wear is caused by incorrect camber or caster, malfunctioning suspension, unbalanced wheel, out-of-round brake drum, or other mechanical conditions. To repair this abnormal wear, correct the above defective parts.

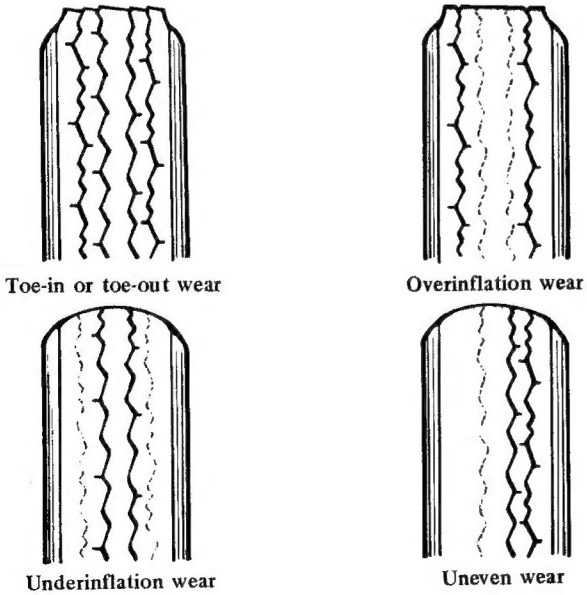

Fig. WT-1 Abnormal tire wear

Tire rotation

Tires wear unevenly and become unbalanced according to running distance. Uneven tire wear often results in tire noise which is attributed to rear axle gears, bearing, etc. Meanwhile, the front tires tend to wear unevenly because of front wheel alignment.

Accordingly, to equalize tire wear, it is necessary to rotate tires.

PL620:
Every 10,000 km (6,000 miles) of operation

(G)(N)620 series:
Every 9,000 km (5,500 miles) of operation

U(N)620 series:
Every 9,000 km (5,500 miles) of operation

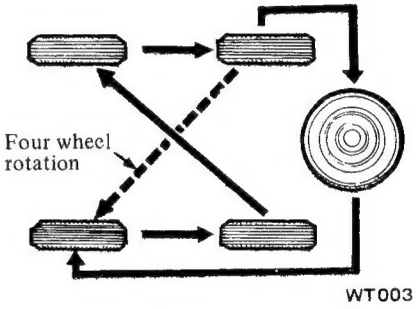

Fig. WT-2 Tire rotation for PL620 and U(N)620 series

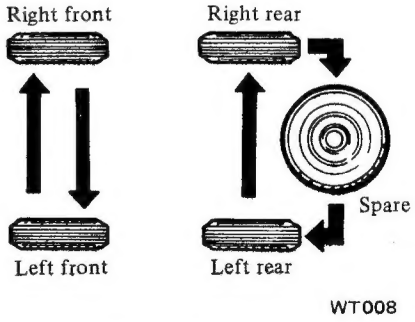

Fig. WT-3 Tire rotation for (G)(N)620 series

The tires should be replaced if the tread depth is less than 1.6 mm (1/16 in).

To change tire with wheel using a jack in the safe manner, observe the following procedures:

1. To remove spare tire,
   insert jack rod to guide and then turn it counterclockwise. When installing, tighten a little strong after lifting up and lock.

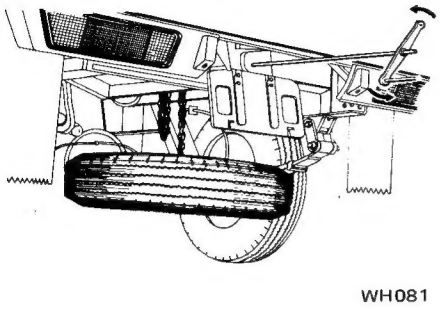

Fig. WT-4 Removing spare tire

2. To remove wheel cap and loosen wheel nuts,
   it is necessary to remove wheel cap and temporarily to loosen wheel nuts before vehicle is jacked up.
3. To jack up
   in changing front wheel, place jack under lower link after applying parking brake and blocking rear wheels.

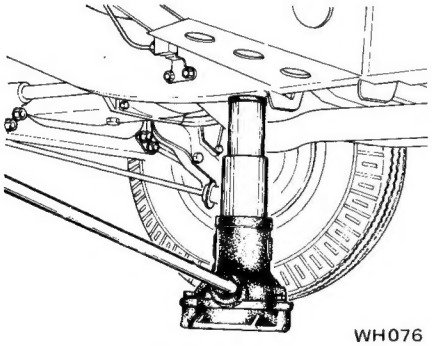

Fig. WT-5 Jacking up front side (Model Pick-up series)

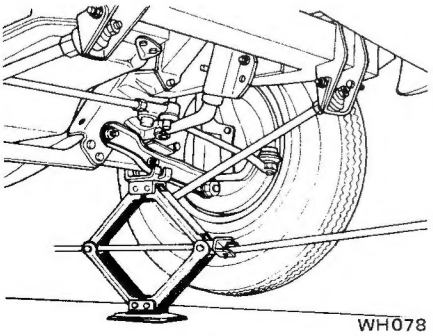

Fig. WT-6 Jacking up front side (Model Double Pick-up series)

Next to jack up
in changing rear wheel, place jack under rear spring seat after applying parking brake and blocking front wheels.

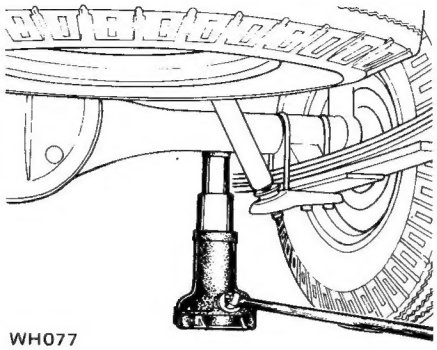

Fig. WT-7 Jacking up rear side (Model Pick-up series)

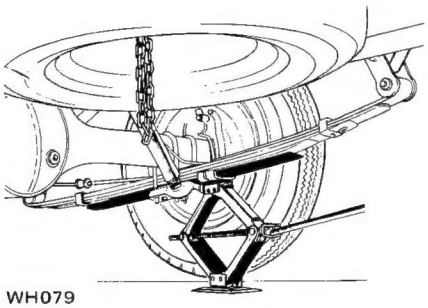

Fig. WT-8 Jacking up rear side (Model Double Pick-up series)

4. Removing wheel
   Remove wheel nuts and wheel from drum.
5. Installing wheel
   To install wheel, reverse the above steps.
   Tighten wheel nuts in criss-cross fashion to 8.0 to 9.0 kg-m (58 to 65 ft-lb).

Note: Never get under the car while it is supported only by the jack. Always use safety stands to support the side member of body construction when you must get beneath the car.

INSPECTION

Wheel balance

The wheel and tire assembly should be kept balanced statically and dynamically.

Proper tire balance is necessary when driving the car at high speeds. Consequently, the wheel and tire assembly should be properly rebalanced whenever puncture is repaired.

The wheel and tire assembly becomes out of balance according to uneven tire wear. Severe acceleration and braking, or fast cornering is the cause of wear on tire, resulting in unbalance of tire and wheel assembly.

The symptom of unbalance appears as tramp, car shake and steering trouble.

To correct unbalance, use proper wheel balancer.

Maximum allowable unbalance:
177 gr-cm (2.5 in-oz)
10 gr. (0.35 oz) at rim circumferences

Balance weight:
10 to 60 gr. (0.35 to 2.12 oz)
at 10 gr. (0.35 oz) interval

Note: Be sure to place the correct balance weights on the inner edge of rim as shown in Figure WT-9.

Wheel and tire

In order to ensure satisfactory steering condition as well as maximum tire life, proceed as follows:

1. Check wheel rim for rust, distortion, cracks or other defects.
   Thoroughly remove rust, dust, oxidized rubber or sand from wheel rim with wire brush, emery cloth or paper. Use dial gauge to examine wheel rim for lateral run-out.

Lateral run-out limit:
Less than 4.0 mm (0.158 in) total indicator reading

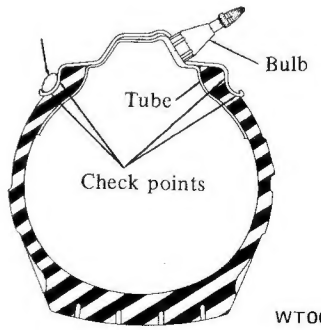

Fig. WT-9 Wheel rim run-out check points

Note: **In replacing tire, take extra care not to damage tire bead, rim-flange and bead seat.**
Do not use tire irons to force beads away from wheel rim-flange; that is, always use tire replacement device whenever tire is removed.

2. Discard when any of the following trouble occurs:
   (1) Broken or damaged bead wire.
   (2) Ply or tread separation.
   (3) Cracked or damaged side wall, etc.

TROUBLE DIAGNOSES AND CORRECTIONS

Condition	Probable cause	Corrective action
Wheel wobbles.	Improper tire pressure.	Measure and adjust.
	Damaged tire or distorted wheel rim.	Repair or replace.
	Unbalanced wheel.	Balance.
	Loose wheel nuts.	Tighten.
	Worn or damaged wheel bearing, or excessive play of wheel bearing.	Correct play or replace wheel bearing.
	Improper front wheel alignment.	Align.
	Worn or damaged ball joint.	Replace.
	Excessive steering linkage play or worn steering linkage.	Adjust or replace.
	Loose steering linkage connection.	Tighten nuts to rated torque, or replace worn parts if any.
	Broken suspension spring.	Replace.
	Defective shock absorber.	Replace.
Unevenly or excessively worn tire.	Improper tire rotation.	Conduct tire rotation periodically.
	Improper tire pressure.	Measure and adjust.
	Unbalanced wheel.	Balance or replace.
	Improperly adjusted brake.	Adjust.
	Improper wheel alignment.	Align.
	Excessively distorted or improperly installed suspension link.	Repair, replace or, if necessary, reinstall.
	High speed on curves.	Reduce speed.
	Sudden start and improper speed due to rapid acceleration or improper brake application.	Follow correct and proper driving manner.
Tire squeals.	Improper tire pressure.	Measure and adjust.
	Improper front wheel alignment.	Align.
	Distorted knuckle or suspension link.	Repair or replace.